

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY  
CITIZEN PARTICIPATION COMMITTEE  
MINUTES**

DATE..... December 14, 2022  
TIME..... 6:00 PM  
PLACE..... Tippecanoe Room (Virtual)  
County Building  
20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901

**MEMBERS PRESENT**

Lynn Nelson                      Jim Beaty  
Steve Clevenger                Nick Harby  
Deanna McMillan                Monica Casanova  
Gene Kroeschen

**STAFF PRESENT**

Tim Stroshine  
Aria Staiger  
Doug Poad

Tim Stroshine called the meeting to order at 6:04 pm. He conducted a roll call of the members present.

**I. APPROVAL OF MINUTES**

Lynn Nelson moved to approve the minutes from the September 14, 2022 meeting. Jim Beaty seconded, and the minutes, as submitted, were approved by a roll call vote.

**II. PROGRAM**

**A. 2024-2028 Transportation Improvement Program (TIP) Development Timeline, and Proposed Projects**

Doug Poad, Senior Transportation Planner, introduced the Transportation Improvement Program (TIP). This is a requirement by the Infrastructure Improvement Act, and previous Acts dating back to the 1980's, for cities with Metropolitan Planning Organizations. The task is to look at road projects, and by using available gas tax funds, allocate the funds wisely to transportation improvements projects. The development schedule was presented, showing the timeline of milestone dates. The Indiana Department of Transportation (INDOT) also develops a TIP for the state, and their deadline is June 2023. Our draft document is due in February 2023 and shared with INDOT for review. The draft document is reviewed by the MPO Policy Board and adopted by May 2023, authorizing it to be sent to INDOT.

In October 2022, information was sent to the City of Lafayette, City of West Lafayette, the County and the Towns of Battle Ground, Dayton, and Clarks Hill. These local government agencies are eligible to apply for federal tax gas funds for road improvements. The deadline for these project proposals was December 9, 2022. Projects were received from both city offices and the county, but no requests were received from the towns. Today is the start of public notice for the TIP development, where proposed projects will be presented.

The Technical Transportation Committee meeting on January 18, 2023 will look at all requests for highway funds near complete-street compliance. The Area Plan Commission, city and county representatives and town representatives have adopted a complete-street policy. When new roads are developed or reconstructed, all other modes of transportation (cyclists, pedestrians, and transit riders) must be considered. Environmental justice issues are considered as well. Requests will be prioritized, and the committee will decide the projects that will be funded. We receive approximately seven million dollars per year. This sounds like a lot, but when compared to project costs for engineering, purchasing of property and construction, projects end up being very expensive, often requiring more than one phase to complete. Once recommendations are made, the document will be presented to INDOT in February.

The list of local projects was displayed on screen. The table includes the property location, funding requested, total project cost and anticipated year (state fiscal year). The Performance Measure (PM) indication is one of seven categories that is required by the Federal Highway Administration. PH stands for Phase. PE stands for Preliminary Engineering, the stage where the blueprint is created. RW is Right of Way and is indicated if any additional land is needed and is the stage where that land is purchased. CN is Construction.

The Fund Code is the code that relates to federal funds that are applicable to certain types of projects. Surface Transportation Block Group funds, STBG, are the largest category of funds we receive, about six million dollars a year, and are available for many types of projects and have the least number of restrictions. A local project that recently let for construction, the McCutcheon pedestrian safety project, involves the use of safety funds (HSIP). This project will address safety concerns of crossing US 231 and when finished, children will be able to safely walk to the schools. PR stands for Protect funds, a new, special category. CR is Carbon Reduction and is used to reduce the carbon footprint in transportation related ways. TA stands for Transportation Alternatives and can be used for items such as trails.

Proposed City of Lafayette projects include:

- Third and Fourth Streets – conversion from one-way to two-way streets
- The Big 4 Trail – new trail construction. This trail will eventually stretch from Zionsville to Colfax, with a few areas not connected, and uses an old railroad corridor that has been converted to a trail.
- Emergency Vehicle Preemption – traffic signals will control traffic flow to allow for emergency vehicle movement through the intersections, improving the response and travel times.
- McCarty Lanes – intersection improvements at Creasy Lane using only local funds
- Park East Boulevard – new road construction of the last portion between McCarty and Haggerty
- South Ninth Street – widening and urbanization between Brick N Wood to Veterans Memorial
- South Street – desire to change from a rural cross section to a complete street. Creation of sidewalks, trails, bus stop improvements, etc. No timeline indicated.
- Veterans Memorial – road widening to four lanes between US 52 and the railroad overpass.

Proposed City of West Lafayette projects include:

- Cherry Lane extension – west of McCormick to Northwestern Avenue
- Cumberland Avenue – short section using only local funds
- Soldiers Home Road – improvements from Sagamore Parkway to Kalberer Road. The construction costs of Phase one is over \$9 million and Phase 2 is over \$8 million, resulting in a very expensive project. This would be a total road reconstruction along this stretch of Soldiers Home Road and would include reconstruction of the westbound on/off ramps into roundabout conversions in 2028 and eastbound ramps changing in 2030.
- Yeager Road – road reconstruction between Kalberer Road and Cumberland Avenue.

Proposed Tippecanoe County projects include:

- Bridge Inspections on various bridges with the county
- CR 150 W at 500N to 600N for road and intersection reconstruction. Yeager Road, north of West Lafayette, is gravel and has a couple of right-angle turns. Property has been purchased to reconstruct this road and remove the curves. That project begins on the letting list next month. This project would extend the improvement project to 600 N.
- CR 600 N at CR 50 W – intersection improvement
- Many bridge projects have been requested. A special bank of federal funds is made available for bridge improvements. Our highway department has been very good at requesting these funds and receiving approval for these funds.

- Harrison Trail – trail construction on CR 600 N and CR 50 W to improve walking/biking access to the three county schools in that area
- Morehouse Road – road reconstruction from Sagamore Parkway to Mason Dixon Road with an estimated cost of nearly \$12 million. Due to the construction costs, it has been divided into two seasons, 2024 and 2025.
- North 9<sup>th</sup> Street Bridge over the Wabash River – bridge deck replacement and creation of an 8' wide sidewalk trail connecting the Lafayette trail system to Prophetstown State Park and the Tippecanoe Battlefield.
- County Bridge Replacements – dependent on the amount of Cumulative Bridge Funds available

City Bus requests for operating assistance and capital assistance were shown. City Bus uses federal transit funds for operating the system and for capital projects.

Purdue University Airport proposed two projects, however, additional requests are expected.

Not all projects that are seeking federal funds will receive them due to the limited amount of available funds. If the project does not receive federal funding, it can be moved to a wait list of sorts, so if/when federal funds do become available, the project can easily be moved over, and construction work could begin.

Tim Stroshine opened the floor for questions or comments.

Gene Kroeschen referred to the City Bus Other Projects section and asked about the fiscal year 2019 and 2020 projects.

Doug Poad said those were the years the federal funds were approved; however, work has not yet been done. There were quite a few changes to administration staff positions at City Bus. The newly hired staff members are learning the ropes and working towards these projects. One approved project was the improvements to six bus stops, with the most expensive being near Payless on State Road 38. INDOT does not have a sidewalk along the south side of SR 38. We decided to use federal funds to build a good-size bus stop, with large pad and shelter, and a sidewalk that meets up to Maple Point Drive. City Bus is working to hire a firm to move these projects along. The projects are listed here because they have not yet started.

Steve Clevenger asked if they plan to make the small section of Cumberland Avenue that is not four lanes, into four lanes in the future and maybe add turn lanes near Walmart.

Doug Poad responded affirmatively and said they are planning on to widen that stretch. No specific details have been decided upon. The engineering phase is set to begin next year and would be when the specifics will be nailed down.

Steve Clevenger asked about the Morehouse Road project and whether they were still planning to install a roundabout at Kalberer.

Doug Poad responded affirmatively and said it would have a trail on one side.

Doug Poad transitioned to the draft list of state projects. Most of the INDOT projects are related to maintenance. Improvements are underway and widening of the next section of I-65. The construction cost of that section of road was just under \$100 million. The widening will continue to roughly CR 725 N and hopefully be finished in a couple of years.

INDOT has decided to not look at projects individually, but instead combine them into the table format of related projects being listed together.

Steve Clevenger asked if that is so they can bid them together to cut down on costs.

Doug Poad said yes, that is one reason. Federal legislation requires the project details be shown. They have found they do get better prices for the work, if they group them together and if they relate to the same type of work needed, such as deck overlays.

State projects include:

- State Road 25 and State Road 28 – thin deck overlays
- State Road 26 at 900 E – additional improvement to the new signal installation
- State Road 26 over Goose Creek – new bridge construction
- State Road 26 over south fork of the Wildcat Creek – thin deck overlay
- State Road 28 – drainage ditch correction
- State Road 38 – bridge deck overlay
- State Road 38 – scour protection (erosion) at the south fork of the Wildcat Creek
- US 52 and I-65 – multiple bridge deck overlays
- US 52 bridge replacement over Gaylord Branch
- US 52 bridges over the Wabash River – thin deck overlay
- US 52 at CR 400 S to CR 700 S – adding auxiliary lanes
- SP 52 east of US52/231 – small structures and drain
- US 52 at SR 352 to US 231 W Junction – HMA overlay to extend life of the road
- SP 52 westbound over Wabash River – superstructure repair and rehab
- SR 225 north of SR 25 – truss rehabilitation and/or repair at the end of 2024
- I-65 at the SR 38 interchange – concrete pavement restoration
- I-65 and CR 680 S over Ditch – small structure pipe lining
- I-65 – various thin deck overlay locations
- Indiana Veterans Home – road maintenance
- CR 550 S & Wabash Avenue – updating railroad crossing arms and lights. These are special federal funds and are covered 100% with federal funds, no local or state funds are used.
- Sign installation and repair located within areas of the Crawfordsville district
- ITS (intelligent transportation system) – improvements to digital boards along the interstate that update drivers to road conditions or closures
- National Environmental Protection Act (NEPA) support – on-call contract and can be used on any contract with the state

Steve Clevenger asked about the project on State Road 26 over Goose Creek. He wonders why it is called new bridge construction.

Doug Poad is unsure why it is referred to as new bridge construction.

Steve Clevenger added he assumes US 231 north of US 52 is too far in the future for engineering plans.

Doug Poad said the next step would probably be a corridor study. They are waiting for INDOT to get the PEL (Planning & Environmental Linkage) information before the next step can begin.

Steve Clevenger was looking online and asked if there will be an interactive map with numbers referring to the various project locations.

Doug Poad said a map would be created and posted. Tables will show funding and unfunded projects.

Tim Stroshine added that these lists are available online and will be updated as new information is made available. Please feel free to contact APC if you have questions.

Nick Harby asked for clarification on the construction taking place on the north side of Sagamore Parkway, crossing the Wabash River. He thought it might be trail work connecting with North River Road and Soldiers Home Road.

Doug Poad said that is West Lafayette's portion of the trail. When the eastbound side of the bridge was reconstructed, INDOT included a trail on the south side of the bridge. The City of West Lafayette committed to building their portion of the trail on the west side of the bridge, the City of Lafayette committed to the east side of the bridge. What you are seeing now, is the bigger of the two projects, the Sagamore Parkway Trail. This will connect to the ramps at the Soldiers Home Road and US 52 interchange. We are starting to see connectivity to all these projects.

Nick Harby asked if the trail will run under the Soldiers Home bridge.

Doug Poad said it will follow the road, go down and then come back up.

Nick Harby said other people he knows spent considerable time planting native plants along the hillside. He asked if the native planting and vegetation would be replaced.

Doug Poad said he has not heard if that will or will not happen. In the early design stage, INDOT had a native planting project as well. That information was shared with the engineering firm working on the project.

Nick Harby asked if there was a person at INDOT who would be responsible for managing that project or a design firm related to the trail development.

Doug Poad said there is a project manager but does not know who that is. He can reach out to INDOT to ask. Most project managers in the area are new. We recently lost a good project manager to a consulting firm.

Nick Harby added Brian Tunis worked for WL parks and he planted a lot around the exit ramps.

Doug Poad added that Lafayette did receive next-level trail funds to build their portion of the trail from their side of the bridge to North Ninth Street. Once complete, it will be a nice connection between the cities.

Nick Harby asked for an estimate of time that it will take.

Doug Poad said he would need to ask the city engineer. Draft plans have been received and indicates significant tree planting along the road.

Steve Clevenger asked if the trail, going under the bridge, has a connection to North River Road.

Doug Poad said he doesn't remember without looking at the set of construction plans. The intent is for WREC to have a trail along North River Road. We could possibly have trail connections from one to the other.

### **III. QUESTIONS, COMMENTS AND SUGGESTIONS**

Aria Staiger said there were no public comments on the streams.

Tim Stroshine said the next virtual meeting is March 8, 2023. Other 2023 dates include June 14, September 13, and December 13.

#### IV. ADJOURNMENT

Deanna McMillan moved to adjourn. Steve Clevenger seconded, and adjournment was unanimous by a roll call vote.

The meeting adjourned at 7:09 pm.

Respectfully submitted,

Kristina Lamb  
Recording Secretary

Reviewed By,

A handwritten signature in black ink, appearing to read "D. Hittle". The signature is stylized with a horizontal line under the first name and a horizontal line under the last name, with a small dot above the 'i' in Hittle.

David Hittle  
Executive Director